





**Stora in Berlin**  
Anmeldungen



## NAUTICAL TELEGRAMS.

LONDON, July 21.  
**THE UNITED STATES AND THE PHILIPPINES.**  
President McKinley has given out that eight troops of cavalry and a regiment of Rough-Riders will be sent to Manila.

**THE TRANSVAAL QUESTION.**  
The Times says that the Transvaal may rely on no amendments to the Franchise Bill being acceptable to the British Government which falls to give them an appreciable and immediate representation.

**THE NAVAL ESTIMATES.**  
Mr. Goschen, introducing the Naval Estimates, said that he saw no reason in foreign naval programmes against England, that Great Britain was bound to be equal in strength to any two possible hostile Powers, but that it was not desirable to enter into a race for naval supremacy. Mr. Goschen also said that the United States and Japan being now naval powers, it was expedient to appoint naval attachés to those countries.

## THE FOURTEENTH OF JULY.

PARIS, July 14.  
The review at Longchamps this afternoon was a very brilliant affair. President Loubet was hailed with shouts of 'Vive Loubet! Vive la République!' A special ovation was accorded the members of the Maréchal Mission.

PARIS, July 15.  
The national fête was celebrated with much enthusiasm. It was productive of no special incident, except at Cherbouy, where the soldiers belonging to the Marine Infantry sacked the material for the illumination and indulged in horse-play.

## HONOURS FOR FRENCHMEN IN THE EAST.

PARIS, July 17.  
Messrs. Payer, President of the Court; Decquet, Colonial Administrator; Rihoult, Inspector of Customs, and Blanchet, Commander of the Massagettes in the East, were named chevaliers of the Legion of Honour.

## THE DERIVUS TRIAL.

PARIS, July 15.  
General de Galliffet has announced that the trial of Captain Derivus will commence between the 1st and the 10th of August.

## HONGKONG RIFLE ASSOCIATION.

PEABODY CUP AND SPOONS.  
There were 13 entries for this event on Saturday last. Armour-Serge, Blair (owing 3 points) after a very close and interesting contest, scored his second win on the Cup with a total of 97, beating Mr. Watson by one point. Scores—

Ar. Sergt. Blair	200	300	400	500	600	700	800	900	1000	Total
Mr. Watson	33	31	33	31	33	31	33	31	33	330
Mr. Blair	33	34	29	31	33	31	33	31	33	330
Mr. Skelton	33	31	33	31	33	31	33	31	33	330
Mr. Skelton	33	31	33	31	33	31	33	31	33	330
Mr. Blair	33	31	33	31	33	31	33	31	33	330

## THE SUNDAYING OF THE 'AIRLIE'.

The Northern Territory Times, published at Palmerston, Port Darwin, for June 30 says—

News was brought to town on Wednesday night that the E. and A. S.S. Co's steamer Airlie had gone ashore on a shoal at the Vernon Islands, about 60 miles from Port Darwin.

The Airlie was in charge of Captain Kock, and she left her berth at 3 a.m. on Tuesday for southern ports, the China Navigation Co's Airlie being a few hours ahead. At about eight o'clock the same morning the Airlie grounded on the west of Vernon Island. It was quickly ascertained that no damage was done to the vessel, and Captain Kock at once took steps to get her off, but after a long and fruitless effort, it was seen that there was no hope of floating her then. Signals were hoisted to the Airlie, which was just ahead, and after the lapse of some hours that steamer drew alongside. Captain Nelson could not get the Airlie to either come back to Port Darwin or to the Airlie, or to take on passengers and mail, and as the steamer was in no immediate danger the Airlie went on her way. A boat was then manned and sent on to Port Darwin in charge of the second officer, Mr. Macdonald.

On Thursday the steamer Victoria left for the scene of the disaster, but it is doubtful if she can be of much assistance. Lighters will be sent down as soon as possible. The Airlie is said to be lodged in a safe position on the shoal, and with the fine weather we are having there is little likelihood of her suffering much damage. Unfortunately the tides are now neap, so that she will probably have to remain where she is until the springs are in again.

The Airlie is a very trustworthy passenger and more than one other ship has been around. The Airlie's many years ago put in quite a spell on the reef of rocks, much to the chagrin of local fishermen, who resented a boat being before the ship was safely floated off undamaged.

Great sympathy will be felt for Captain Kock, who only very recently received his promotion to the rank of the Company's commander, and was very popular with those who travelled with him.

The only Port Darwin passenger by the Airlie was Mr. O. H. Wright, of the B.A.T. Mr. W. O. Stratten, Collector of Customs, and Marine Board officer, left yesterday to arrange for the supervision of cargo.

## WEATHER REPORT.

The following notice is issued from the Observatory—  
On the 24th at 11.00 A.M. The barometer has risen on the China coast, moderately on the North, and slightly in the South. The typhoon has been completely dissipated, and a depression of moderate intensity is thought to be off the coast of Japan. Gradients slight on the China coast. Rainfall moderate on light S.W. winds.

## SUFFRAGE RECOUNT.

IN CRIMINAL SESSIONS.  
(Before His Hon. W. M. Goodman, Acting Chief Justice.)  
Tuesday, July 19.

**THE UN LONGBURN.**  
Ng Ki Chong, Ng Tung and Lu Yik Lap were brought up in connection with the murders at Un Long, in the new territory. Hon. H. E. Pollock (instructed by Mr. R. L. Bowley, Crown Solicitor) prosecuted. Mr. J. J. Francis, Q.C. (instructed by Mr. Brutton) appeared for the first two prisoners, and Mr. C. D. Molloy appeared for the third prisoner.

Mr. Justice (the Clerk) proceeded to read the indictment against the prisoners of conspiracy to murder.

Mr. Francis interrupted, and objected to the Crown proceeding with the indictment. There was another indictment on the file. Prisoners had been indicted also for murder in connection with the same persons, and he submitted until that indictment had been disposed of in some way or other the Crown could not proceed for a misdemeanour. It was in fact merged in the felony. He knew of no precedent for such a proceeding as the present, and just in the same way it was absolutely forbidden in an indictment for murder whatever should be included in principle this was precisely the same where there were two indictments in respect of the same facts in respect of the same persons. Here there were two indictments on the file—of murder of a certain man and of conspiracy to murder. He submitted the Attorney General, before he was allowed to proceed with the more serious offence, and either proceed with it or withdraw it.

His Lordship gave his impartial view of matter, but did not lay down any principle in this case. He did not know if there was any case on record of conspiracy to murder where the murder was afterwards committed. In the cases he had seen the prisoners were prevented from committing the crime.

Mr. Pollock said that in view of what had fallen from his Lordship he would proceed with the charge of murder. The prisoners were then charged that they did kill and murder one Chan Hing Tai alias Chan Kwoi Sui Tsai on 13th April, at Un Long, in the new territory. Prisoners pleaded not guilty.

The following were the jurors—Messrs. A. J. Rozario, F. O. P. Hughes, G. T. Veitch, A. L. Buttenheim, J. F. C. Johnson, G. S. Swann, and A. Denton.

Mr. Pollock, in his opening address, explained that the first prisoner was an elder in the village of Ha Tsun and the second prisoner was the son of the only other elder of that village. The third prisoner was in the employ of Lam Pak Tsai, a village constable. Mr. Pollock detailed the circumstances of the murder of the deceased in the Ha Tsun village house by the orders of the first prisoner. It appeared that he was assisted by the Chinese authorities on some charge, and a reward of \$250 was offered. The deceased was removed as a prisoner to the Un Long meeting house, where with four others he was detained a prisoner—each man being tied up and put in a pig basket. He described the events leading up to the murder of the deceased, and to the circumstances attending the murder of Tang Chong.

## H.M.S. 'GOLDFINCH' BATTERED BY THE ELEMENTS.

THE NEXT SPRINGS A LEAK.

Sydney, July 5.  
The Goldfinch yesterday arrived in Port Jackson with the homeward-bound pennant flying, and came to moorings in Farm Cove. The gunboat sailed from Sydney on May 14, and proceeded to Noumea for the purpose of exchanging an officer with H.M.S. Walrus at that place. After a stay of 10 days the Goldfinch sailed for Auckland, and made a stop there of 14 days. She left the New Zealand port for Sydney on the 24th June, and had fairly fine weather until the evening of the 27th, when the wind came from the eastward, and by 1 a.m. was blowing with hurricane force, splitting all sails, and doing other damage.

Huge seas crashed aboard the ship, the deck being in a continual state of flood. The saloon and several of the cabins were flooded, there being over a foot of water in them at times. The ship's furniture was ruined, and two of the boats were gone in, thus rendering the ship almost helpless. The cabin suffered greatly, as it was knee-deep in water throughout the storm. All his belongings were damaged, and the ship's book, containing her history since the day she was launched, was also spoiled. It was kept in a wooden box in the captain's cabin; this was washed away, and the book was discovered floating about the harbour.

To make matters worse, a leak was discovered near the stokehold, and pumps were set to work to keep the water under, and continued until arrival in port.

One huge sea broke aboard and washed 20 men along the deck. They were saved by clinging to the ropes which were stretched along the deck. This occurred during the watch of Lieutenant M. McC. Lewis, and he had the misfortune to be caught by the sea, which washed him along the deck. He put out his hand to save himself, and received a violent blow on the fingers from the floating wreckage about, smashing one of his fingers.

The storm abated for a few hours, and was succeeded by a gale which sprang up from the south-west, and much difficulty was experienced in keeping the vessel steady. The engines were running heavily. More sails were blown away during this storm. This weather lasted until morning of the 30th.

The officers state that the weather was the worst ever experienced by anybody in the ship. It was so bad at one stage that grave fears were entertained of the vessel weathering the storm. The speed throughout the trip averaged about two knots, while the greatest speed attained was about three knots.

The Goldfinch will dock here, and is to sail about the 20th instant, homeward bound via Thursday Island, Singapore, and Batavia. The Lord will relieve the Goldfinch, and is expected to arrive shortly.

## Alleged Embezzlement in Manila.

The American of the 15th inst. says:—Alexander W. Campbell, until lately a clerk in the employ of Messrs. McLeod and Co., of 4 Muelle del Rey, was arrested yesterday upon a warrant charging him with embezzling \$17,000, the property of his employers. His accounts, upon being examined, show the greatest confusion, and it is feared that upon a thorough examination even greater defalcations will be brought to light. Mr. Campbell is a young man about 30 years of age, and has been in the employ of Messrs. McLeod and Co. for some time. He left this morning for Manila, where he is believed to have been hiding. He is thought to be a person of considerable intelligence, and his capture will be a great blow to the confidence of the public in the company.

## THE AUSTRALIAN CRICKETERS.

## THE TEST MATCH.

This match was commenced at Leeds on the 20th June. Jackson, who at first declined to play in consequence of a disagreement with the Yorkshire County Club, was appeased and consented to take part in the match. Draycott was not selected to play for England owing to having damaged his hand, otherwise he would have superseded Hayward.

The Australians lost three wickets for 24, but upon Hill joining Trumble a stand was made. The most remarkable feature of the innings, which was played in beautiful weather on an excellent wicket, was the success of Young's bowling. This Essex professional made his debut in first-class cricket last year.

On the second day, the light was bad, but after England had lost four wickets for 44, Quaise and Fry made a long stand, carrying the score to 119, when Fry was bowled immediately after lunch. Hayward, after giving a chance to Kelly at the wicket, hit brilliantly, while Lilley, the top scorer, remained at the wicket an hour and forty minutes, and never gave a chance.


The sensation of the Australians second innings was 'the hat trick' by Hearn, Hill, Gregory and Noble, the flower of the team, going in three successive balls. With five wickets down for 39, England's supporters were offering 5 to 1 on Trumble and Kelly stemming the tide of ill-fortune. Both played determinedly, and were successful that they soon knocked off the runs to debility, and caused several changes in the bowling. Trumble was somewhat uncomfortable, but Kelly hit hard and freely, displaying splendid form at such a critical period for his side. Trumble following Kelly's example, warmed in his work, and the pair by their valuable stand raised the hopes of their team. Anything less Kelly dropped on to in his style. Young and Hearn were retired. The former got tremendous work on the ball, at times beating the wicketkeeper, and the batsmen mounted. Several fours for byes were got through Young's big breaks. Hayward was tried, and effected a separation, getting Kelly caught at the wicket for 33. The outplay was complete and played well during his stay, which was under an hour. As he has often done on similar occasions, Trumble came to the rescue with a fine innings, and was well supported by Laver. The scores and bowling analysis are given below—

AUSTRALIA.	
Runs.	Bowling.
Young, 119	W. M. L. 7 to 0 (11 balls)
Trumble, 33	W. M. L. 7 to 0 (11 balls)
Kelly, 24	W. M. L. 7 to 0 (11 balls)
Lilley, 11	W. M. L. 7 to 0 (11 balls)
Quaise, 11	W. M. L. 7 to 0 (11 balls)
Fry, 11	W. M. L. 7 to 0 (11 balls)
Hill, 11	W. M. L. 7 to 0 (11 balls)
Gregory, 11	W. M. L. 7 to 0 (11 balls)
Noble, 11	W. M. L. 7 to 0 (11 balls)
Hearn, 11	W. M. L. 7 to 0 (11 balls)
Draycott, 11	W. M. L. 7 to 0 (11 balls)
Hayward, 11	W. M. L. 7 to 0 (11 balls)
Laver, 11	W. M. L. 7 to 0 (11 balls)
Quaise, 11	W. M. L. 7 to 0 (11 balls)
Fry, 11	W. M. L. 7 to 0 (11 balls)
Hill, 11	W. M. L. 7 to 0 (11 balls)
Gregory, 11	W. M. L. 7 to 0 (11 balls)
Noble, 11	W. M. L. 7 to 0 (11 balls)
Hearn, 11	W. M. L. 7 to 0 (11 balls)
Draycott, 11	W. M. L. 7 to 0 (11 balls)
Hayward, 11	W. M. L. 7 to 0 (11 balls)
Laver, 11	W. M. L. 7 to 0 (11 balls)
Quaise, 11	W. M. L. 7 to 0 (11 balls)
Fry, 11	W. M. L. 7 to 0 (11 balls)
Hill, 11	W. M. L. 7 to 0 (11 balls)
Gregory, 11	W. M. L. 7 to 0 (11 balls)
Noble, 11	W. M. L. 7 to 0 (11 balls)
Hearn, 11	W. M. L. 7 to 0 (11 balls)
Draycott, 11	W. M. L. 7 to 0 (11 balls)
Hayward, 11	W. M. L. 7 to 0 (11 balls)
Laver, 11	W. M. L. 7 to 0 (11 balls)
Quaise, 11	W. M. L. 7 to 0 (11 balls)
Fry, 11	W. M. L. 7 to 0 (11 balls)
Hill, 11	W. M. L. 7 to 0 (11 balls)
Gregory, 11	W. M. L. 7 to 0 (11 balls)
Noble, 11	W. M. L. 7 to 0 (11 balls)
Hearn, 11	W. M. L. 7 to 0 (11 balls)
Draycott, 11	W. M. L. 7 to 0 (11 balls)
Hayward, 11	W. M. L. 7 to 0 (11 balls)
Laver, 11	W. M. L. 7 to 0 (11 balls)
Quaise, 11	W. M. L. 7 to 0 (11 balls)
Fry, 11	W. M. L. 7 to 0 (11 balls)
Hill, 11	W. M. L. 7 to 0 (11 balls)
Gregory, 11	W. M. L. 7 to 0 (11 balls)
Noble, 11	W. M. L. 7 to 0 (11 balls)
Hearn, 11	W. M. L. 7 to 0 (11 balls)
Draycott, 11	W. M. L. 7 to 0 (11 balls)
Hayward, 11	W. M. L. 7 to 0 (11 balls)
Laver, 11	W. M. L. 7 to 0 (11 balls)
Quaise, 11	W. M. L. 7 to 0 (11 balls)
Fry, 11	W. M. L. 7 to 0 (11 balls)
Hill, 11	W. M. L. 7 to 0 (11 balls)
Gregory, 11	W. M. L. 7 to 0 (11 balls)
Noble, 11	W. M. L. 7 to 0 (11 balls)
Hearn, 11	W. M. L. 7 to 0 (11 balls)
Draycott, 11	W. M. L. 7 to 0 (11 balls)
Hayward, 11	W. M. L. 7 to 0 (11 balls)
Laver, 11	W. M. L. 7 to 0 (11 balls)
Quaise, 11	W. M. L. 7 to 0 (11 balls)
Fry, 11	W. M. L. 7 to 0 (11 balls)
Hill, 11	W. M. L. 7 to 0 (11 balls)
Gregory, 11	W. M. L. 7 to 0 (11 balls)
Noble, 11	W. M. L. 7 to 0 (11 balls)
Hearn, 11	W. M. L. 7 to 0 (11 balls)
Draycott, 11	W. M. L. 7 to 0 (11 balls)
Hayward, 11	W. M. L. 7 to 0 (11 balls)
Laver, 11	W. M. L. 7 to 0 (11 balls)
Quaise, 11	W. M. L. 7 to 0 (11 balls)
Fry, 11	W. M. L. 7 to 0 (11 balls)
Hill, 11	W. M. L. 7 to 0 (11 balls)
Gregory, 11	W. M. L. 7 to 0 (11 balls)
Noble, 11	W. M. L. 7 to 0 (11 balls)
Hearn, 11	W. M. L. 7 to 0 (11 balls)
Draycott, 11	W. M. L. 7 to 0 (11 balls)
Hayward, 11	W. M. L. 7 to 0 (11 balls)
Laver, 11	W. M. L. 7 to 0 (11 balls)
Quaise, 11	W. M. L. 7 to 0 (11 balls)
Fry, 11	W. M. L. 7 to 0 (11 balls)
Hill, 11	W. M. L. 7 to 0 (11 balls)
Gregory, 11	W. M. L. 7 to 0 (11 balls)
Noble, 11	W. M. L. 7 to 0 (11 balls)
Hearn, 11	W. M. L. 7 to 0 (11 balls)
Draycott, 11	W. M. L. 7 to 0 (11 balls)
Hayward, 11	W. M. L. 7 to 0 (11 balls)
Laver, 11	W. M. L. 7 to 0 (11 balls)
Quaise, 11	W. M. L. 7 to 0 (11 balls)
Fry, 11	W. M. L. 7 to 0 (11 balls)
Hill, 11	W. M. L. 7 to 0 (11 balls)
Gregory, 11	W. M. L. 7 to 0 (11 balls)
Noble, 11	W. M. L. 7 to 0 (11 balls)
Hearn, 11	W. M. L. 7 to 0 (11 balls)
Draycott, 11	W. M. L. 7 to 0 (11 balls)
Hayward, 11	W. M. L. 7 to 0 (11 balls)
Laver, 11	W. M. L. 7 to 0 (11 balls)
Quaise, 11	W. M. L. 7 to 0 (11 balls)
Fry, 11	W. M. L. 7 to 0 (11 balls)
Hill, 11	W. M. L. 7 to 0 (11 balls)
Gregory, 11	W. M. L. 7 to 0 (11 balls)
Noble, 11	W. M. L. 7 to 0 (11 balls)
Hearn, 11	W. M. L. 7 to 0 (11 balls)
Draycott, 11	W. M. L. 7 to 0 (11 balls)
Hayward, 11	W. M. L. 7 to 0 (11 balls)
Laver, 11	W. M. L. 7 to 0 (11 balls)
Quaise, 11	W. M. L. 7 to 0 (11 balls)
Fry, 11	W. M. L. 7 to 0 (11 balls)
Hill, 11	W. M. L. 7 to 0 (11 balls)
Gregory, 11	W. M. L. 7 to 0 (11 balls)
Noble, 11	W. M. L. 7 to 0 (11 balls)
Hearn, 11	W. M. L. 7 to 0 (11 balls)
Draycott, 11	W. M. L. 7 to 0 (11 balls)
Hayward, 11	W. M. L. 7 to 0 (11 balls)
Laver, 11	W. M. L. 7 to 0 (11 balls)
Quaise, 11	W. M. L. 7 to 0 (11 balls)
Fry, 11	W. M. L. 7 to 0 (11 balls)
Hill, 11	W. M. L. 7 to 0 (11 balls)
Gregory, 11	W. M. L. 7 to 0 (11 balls)
Noble, 11	W. M. L. 7 to 0 (11 balls)
Hearn, 11	W. M. L. 7 to 0 (11 balls)
Draycott, 11	W. M. L. 7 to 0 (11 balls)
Hayward, 11	W. M. L. 7 to 0 (11 balls)
Laver, 11	W. M. L. 7 to 0 (11 balls)
Quaise, 11	W. M. L. 7 to 0 (11 balls)
Fry, 11	W. M. L. 7 to 0 (11 balls)
Hill, 11	W. M. L. 7 to 0 (11 balls)
Gregory, 11	W. M. L. 7 to 0 (11 balls)
Noble, 11	W. M. L. 7 to 0 (11 balls)
Hearn, 11	W. M. L. 7 to 0 (11 balls)
Draycott, 11	W. M. L. 7 to 0 (11 balls)
Hayward, 11	W. M. L. 7 to 0 (11 balls)
Laver, 11	W. M. L. 7 to 0 (11 balls)
Quaise, 11	W. M. L. 7 to 0 (11 balls)
Fry, 11	W. M. L. 7 to 0 (11 balls)
Hill, 11	W. M. L. 7 to 0 (11 balls)
Gregory, 11	W. M. L. 7 to 0 (11 balls)
Noble, 11	W. M. L. 7 to 0 (11 balls)
Hearn, 11	W. M. L. 7 to 0 (11 balls)
Draycott, 11	W. M. L. 7 to 0 (11 balls)
Hayward, 11	W. M. L. 7 to 0 (11 balls)
Laver, 11	W. M. L. 7 to 0 (11 balls)
Quaise, 11	W. M. L. 7 to 0 (11 balls)
Fry, 11	W. M. L. 7 to 0 (11 balls)
Hill, 11	W. M. L. 7 to 0 (11 balls)
Gregory, 11	W. M. L. 7 to 0 (11 balls)
Noble, 11	W. M. L. 7 to 0 (11 balls)
Hearn, 11	W. M. L. 7 to 0 (11 balls)
Draycott, 11	W. M. L. 7 to 0 (11 balls)
Hayward, 11	W. M. L. 7 to 0 (11 balls)
Laver, 11	W. M. L. 7 to 0 (11 balls)
Quaise, 11	W. M. L. 7 to 0 (11 balls)
Fry, 11	W. M. L. 7 to 0 (11 balls)
Hill, 11	W. M. L. 7 to 0 (11 balls)
Gregory, 11	W. M. L. 7 to 0 (11 balls)
Noble, 11	W. M. L. 7 to 0 (11 balls)
Hearn, 11	W. M. L. 7 to 0 (11 balls)
Draycott, 11	W. M. L. 7 to 0 (11 balls)
Hayward, 11	W. M. L. 7 to 0 (11 balls)
Laver, 11	W. M. L. 7 to 0 (11 balls)
Quaise, 11	W. M. L. 7 to 0 (11 balls)
Fry, 11	W. M. L. 7 to 0 (11 balls)
Hill, 11	W. M. L. 7 to 0 (11 balls)
Gregory, 11	W. M. L. 7 to 0 (11 balls)
Noble, 11	W. M. L. 7 to 0 (11 balls)
Hearn, 11	W. M. L. 7 to 0 (11 balls)
Draycott, 11	W. M. L. 7 to 0 (11 balls)
Hayward, 11	W. M. L. 7 to 0 (11 balls)
Laver, 11	W. M. L. 7 to 0 (11 balls)
Quaise, 11	W. M. L. 7 to 0 (11 balls)
Fry, 11	W. M. L. 7 to 0 (11 balls)
Hill, 11	W. M. L. 7 to 0 (11 balls)
Gregory, 11	W. M. L. 7 to 0 (11 balls)
Noble, 11	W. M. L. 7 to 0 (11 balls)
Hearn, 11	W. M. L. 7 to 0 (11 balls)
Draycott, 11	W. M. L. 7 to 0 (11 balls)
Hayward, 11	W. M. L. 7 to 0 (11 balls)
Laver, 11	W. M. L. 7 to 0 (11 balls)
Quaise, 11	W. M. L. 7 to 0 (11 balls)
Fry, 11	W. M. L. 7 to 0 (11 balls)
Hill, 11	W. M. L. 7 to 0 (11 balls)
Gregory, 11	W. M. L. 7 to 0 (11 balls)
Noble, 11	W. M. L. 7 to 0 (11 balls)
Hearn, 11	W. M. L. 7 to 0 (11 balls)
Draycott, 11	W. M. L. 7 to 0 (11 balls)
Hayward, 11	W. M. L. 7 to 0 (11 balls)
Laver, 11	W. M. L. 7 to 0 (11 balls)
Quaise, 11	W. M. L. 7 to 0 (11 balls)
Fry, 11	W. M. L. 7 to 0 (11 balls)
Hill, 11	W. M. L. 7 to 0 (11 balls)
Gregory, 11	W. M. L. 7 to 0 (11 balls)
Noble, 11	W. M. L. 7 to 0 (11 balls)
Hearn, 11	W. M. L. 7 to 0 (11 balls)
Draycott, 11	W. M. L. 7 to 0 (11 balls)
Hayward, 11	W. M. L. 7 to 0 (11 balls)
Laver, 11	W. M. L. 7 to 0 (11 balls)
Quaise, 11	W. M. L. 7 to 0 (11 balls)
Fry, 11	W. M. L. 7 to 0 (11 balls)
Hill, 11	W. M. L. 7 to 0 (11 balls)
Gregory, 11	W. M. L. 7 to 0 (11 balls)
Noble, 11	W. M. L. 7 to 0 (11 balls)
Hearn, 11	W. M. L. 7 to 0 (11 balls)
Draycott, 11	W. M. L. 7 to 0 (11 balls)
Hayward, 11	W. M. L. 7 to 0 (11 balls)
Laver, 11	W. M. L



## Mails

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE.

VIA CANADA AND THE UNITED STATES.  
(Calling at SHANGHAI, NAGASAKI, KORE, YOKOHAMA AND VICTORIA, B.C.)  
**SAFETY—SPEED—PUNCTUALITY.**  
Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.  
**FAVORITE SAILINGS FROM HONGKONG.**  
(Subject to Alteration.)  
**EMPERESS OF CHINA**...Comdr. R. ARCHIBALD, R.N.R. ... WEDNESDAY, 8th Aug. '99.  
**EMPERESS OF INDIA**...Comdr. O. P. MARSHALL, R.N.R. ... WEDNESDAY, 30th Aug. '99.  
**EMPERESS OF JAPAN**...Comdr. G. D. BOWLES, R.N.R. ... WEDNESDAY, 27th Sept. '99.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous IZUMI SEA OF JAPAN, and usually make the voyage YOKOHAMA TO MANILA, CANTON, HONGKONG, SHANGHAI, DANGKEI, and HANKOW, and thence to the Trans-Pacific journey, make a magnificent YANOVER with the ATLANTIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent can reach in a few days.

Passengers booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

**SPECIAL RATES** (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS  
TRAINS-CONTINENTAL TRAINS (the Company having received the highest award  
for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT  
MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and  
operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

Hongkong, July 16, 1889. D. E. BROWN, General Agent,  
PRINCE STREET. 167

**NIPPON YUSEN KAISHA,**

(THE JAPAN MAIL STEAMSHIP COMPANY)		
Projected Sailings from HONGKONG—SUBJECT TO ALTERATION.	Destinations.	Sailing Dates.
KASUGA MARU. E. W. HASWELL.	NAGASAKI, KOBE & YOKOHAMA.	THURSDAY, 27 July, at 4 p.m.
* KINSHIYU MARU. W. BRADY.	VICTORIA, B.C. and SEATTLE U.S.A. Via KOBE & YOKOHAMA.	THURSDAY, 27 July, at 4 p.m.
KAMAKURA MARU. N. TRENT.	MARSEILLES, LONDON, AND ANTWERP, Via SINGAPORE, PENANG, COLOMBO and PORT SAID.	THURSDAY, 27 July, at 4 p.m.
YAMATO MARU	THURSDAY ISLAND, TOWNS	FRIDAY, 28th

<b>W. A. MOORE,</b> A. E. MOORE,	<b>VILLE, BRISBANE, SYDNEY</b> and <b>MELBOURNE.</b>	July, at 4 p.m.
<b>+ SENDAI MARU,</b> H. PETERSEN,	<b>VLADIVOSTOK, VIO SVAROV,</b> AMOT, SHANGHAI, CHIOFOU, CHUMULPO and <b>YACASAI.</b>	<b>THURSDAY, 8<sup>th</sup></b> Aug., at Noon.
<b>MIKE MARU,</b> S. KAWAMURO,	<b>Kobe and YOKOHAMA.</b>	<b>THURSDAY, 3<sup>rd</sup></b> Aug., at 4 p.m.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities of the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMERS.

B. & O. AGENTS.  
For further information as to Freight, Passage, Sailings, Etc., apply at the Company's Office, Nipponbashi, Yokohama.

pany's local Branch Office at No. 7, Praya Central.  
A. S. MIHARA, *Manager.*  
Hongkong, July 17, 1899. 15

---

**NORTHERN PACIFIC STEAMSHIP CO.**  
PROPOSED SAILINGS FROM HONGKONG.  
**Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.**

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH the Canada Pacific Co.	FOR PORTLAND, OREGON, IN CONNECTION WITH Oregon Railroad & Navigation Co.
--	---

Northern Pacific Railway Co.				Overland Route			
Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
*Tacoma.	2811 A.	Dixon	July 29	Lewiston.	3677 J. C.	Williamson	Aug. 5
Glenale.	3750 R. D.	Jones	Aug. 8	Grange.	3796 T. H.	Hobson	Sept. 1
Olympia.	3287 J.	Truebridge	Sept. 2	Idaho.	3274 W. A.	Fenn	Oct. 1
Victoria.	3502 J.	Panton	Sept. 12	Lewiston.	3677 J. C.	Williamson	Nov. 1

\* The S. S. TACOMA, Calling at AMOY.

THE attention of passengers is directed to the very cheap rates offered by this LINE to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £47.

For further particulars apply to the Agents, Messrs. J. & A. B. B. & Co., Ltd., 10, BROADWAY, LONDON, E.C. 4.

Excellent accommodation. First class Pacific  
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL  
LINES

**HONGKONG TO NEW YORK \$41.**  
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DISTRICT CARRIAGES attached to trans-continental train day and night; TACOMA to NEW YORK in 34 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route.

**HONGKONG TO VICTORIA, TACOMA OR PORTLAND, \$22.**  
The best route to the KODJUCK GOLD BELT. Frequent Sailings from VICTORIA, TACOMA and PORTLAND to TACOMA and NIGHT LINES.

**HONGKONG TO YELLOWSTONE PARK AND BACK \$35.00.**  
This route covers the Yellowstone Park, TACOMA to Portland and back. Railway fare to the Park and return. Sleeping and Dining Car accommodation.

Tacoma or Portland to Livingston and return, and Stage Coach transportation Cinnah to Munnahoh Hot Springs, Norris, Fountain and Upper Geyser Basins, Yellowstone Lake, Grand Canon and Falls of the Yellowstone, and return, and five and one half days board at the Park Association hotels.

These tickets will be sold for passage by the N. P. Steamer leaving Honolulu between 1st May and 8th August and will be good for re-embarkation on N. P. Steamer within four months. Thus affording ample time for hunting and fishing trips in addition to the tour of the Park. The round trip can be made within three months.

*Rates of Passage to other Points on application.*  
*Special rates allowed to members of Government Service.*  
For further information as to Passage or Freight, apply to

**DODWELL & CO., LIMITED,**  
General Agents.

Hongkong, July 14, 1899:

**NORDDEUTSCHER LLOYD** **HAMBURG-AMERIKA LINIE**  
 (FREIGHT SERVICE) (EAST ASIAN SERVICE)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

\* \* \*

**PROPOSED SAILINGS FROM HONGKONG.**  
**SUBJECT TO ALTERATION.**

Destinations	Sailing Dates
Amsterdam, Antwerp, London, Liverpool, Glasgow, Trieste, Genoa, etc.	1st, 15th, 29th
Black Sea and Baltic Ports	1st, 15th, 29th
North and South American Ports	1st, 15th, 29th

SE.	S. S. <i>Wien Richmers</i> Capt. H. J. JOHNS.	HAYES and HANCOCK. (London with transatlantic H. Perry)	On 2nd August.	Freight.
SE.	* S. S. <i>CAPE HIA</i> Capt. BATHURST.	HAYES and HANCOCK. (London with transatlantic H. Perry)	About 6th August.	Freight.
SE.	S. S. <i>WITTENBURG</i> Capt. MASSEY.	HAYES and HANCOCK. (London with transatlantic H. Perry)	About 17th August.	Freight.
SE.	S. S. <i>ALBANY</i> Capt. KNOTT.	HAYES and HANCOCK. (London with transatlantic H. Perry)	About 28th August.	Freight.
SE.	S. S. <i>SAFONIA</i> Capt. KNOTT.	HAYES and HANCOCK. (London with transatlantic H. Perry)	About 31st Sept.	Freight.
SE.	These steamers have Superior Accommodations for Passengers and cargo.			

Calling at NANTES for Passengers only, if sufficient demand exists.  
For further particulars as to Freight, Passage, etc., apply to  
**CARLWITZ & Co., Agents.**  
Hankow, July 11, 1899.







